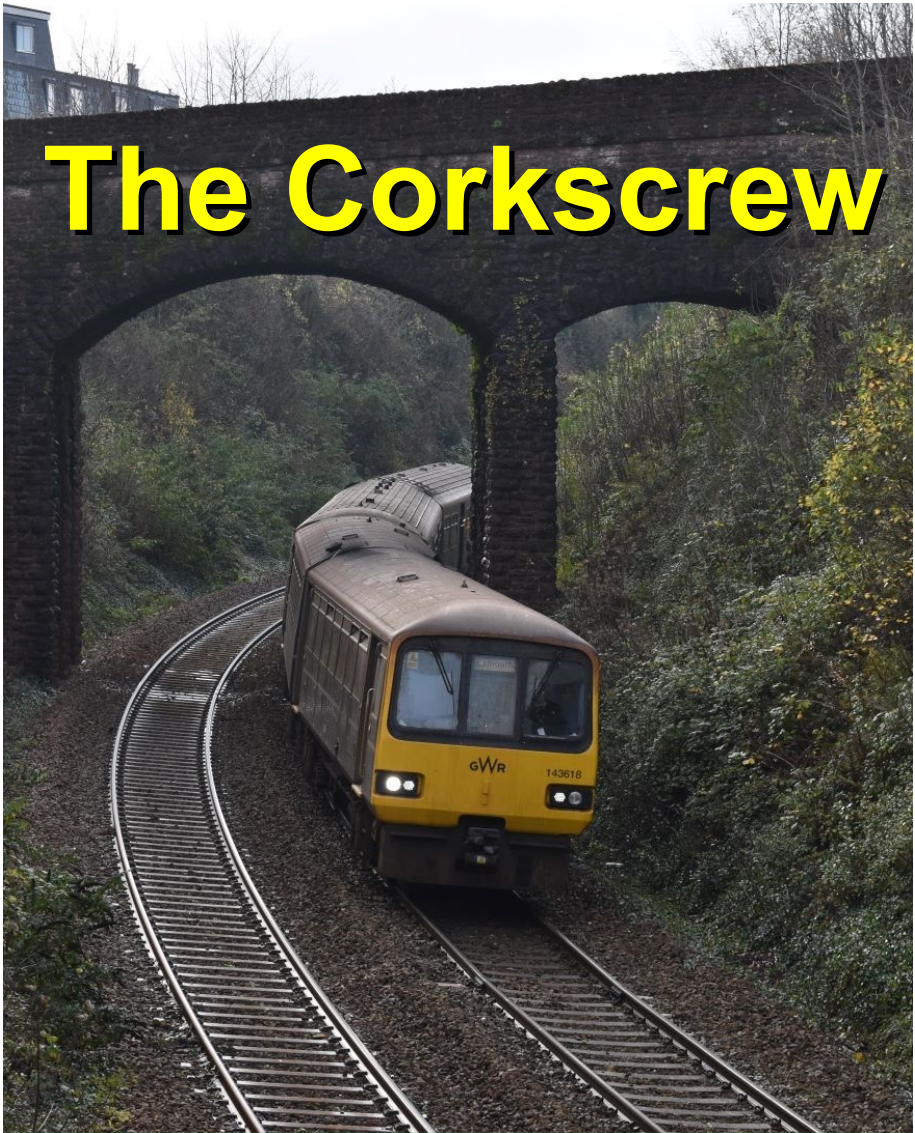


# **The Corkscrew**



**Newsletter of the**

**Wimborne Railway Society**

**Issue 122**

**April 2021**



***LMS Fowler 2-6-2T No. 2382 at Watford. Photo: Author's collection.  
See part one of the Completely Loco series from page 4***



***O scale model of SR Meat Van S51294. See article by David Coasby from  
page 10.***

# WIMBORNE RAILWAY SOCIETY COMMITTEE.

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Corkscrew Editor..Ken Aveyard

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## Editorial

I'm putting the finishing touches to this issue of The Corkscrew on the day the latest relaxation of lockdown begins. When that means we can get out trainspotting again is still not yet fully clear as the definition of stay local has not been defined. Some say 5 miles, some say anywhere in England. When we can get out there will be plenty to see with new trains being delivered all over the country. It's unlikely the railway will return to the kind of operation seen before the pandemic with the likelihood of a significant downturn in the longer distance commuting as working from home becomes more prevalent. At least as numbers begin to recover we are likely to have enough capacity to cope for a good few years to come.

As activities return to normal, we will hopefully return to our club rooms for a club night on Thursday 24 June, with a provisional booking for an evening at the Moors Valley Railway on Thursday 1 July. For modellers, it looks like the New Milton exhibition will happen in July, and we await news of the resumption of toy fairs in the coming months.

Martin Catford continues to distribute snippets of news to members, we're currently in the mid 800's but he has decided to end this when the total reaches 1000. I'm sure all members will appreciate the sterling work Martin has done keeping members in touch for over a year now.

In this issue we have part one of Alan Ashberry's railway memories made available by David Coadsby. David also shows us some of his latest O gauge rolling stock, whilst your editor adds to the modelling theme with some more buses. We have a short feature on chasing the Colas class 70 locomotives as they wend their nomadic way across the whole of the railway network, and we finish up with a selection of images sent in by various contributors.

Cover picture:- Great Western Railway class 143 Pacer unit 143618 and class 150 unit 150248 leaving Torquay on 2F17 the 11.54 Paignton - Exmouth on 7 December 2020 just a few days before the class 143 units were withdrawn from service.

Picture from Paul Carpenter

*"You'll have to grow a bit then lad!"* These were among the first words that greeted WRS member Dave Coasby's life-long friend **Alan Ashberry** one January morning in 1936 when, as a lad of fourteen, he presented himself at the Superintendent's office at Watford Junction Motive Power Department. Here Alan begins his account of life on the foot plate, with some reminiscences of his first day on shed.

## Completely Loco - Part 1

In reply to the Shed Foreman's question asking me why I was there. I had explained that I wanted to be an engine driver. I couldn't see what his next question had to do with engine driving when he asked: "Can you ride a bike then, lad?" "Of course I can!" was my reply. After a few more questions, I was given a preliminary eyesight test, a free travel pass and told to report to Euston at 10.00am the next day. I passed the eyesight test and at Drummond Street I was to be given a medical examination by the Company's Doctor.

Needless to say, I arrived at Euston Station ages before 10 o'clock the next morning and had a wonderful time looking at the engines before making my way to Drummond Street. I recall an un-rebuilt Royal Scot, a couple of Jinty tanks, a Fowler 2300 class tank and a 2-6-0 Hughes Horwich Crab. I also saw two locomotives that were to become firm favourites with me, as I believe even now that for free running and free steaming they were among the best engines ever built. These were the Patriot class, perhaps better known as 'Baby Scots', and the Stanier 2-6-4 Class 4 passenger tank engine.



***Un-rebuilt Scot 6108 passes through Watford on a southbound express to Euston.***

***Photo: Author's collection.***



After the Company Doctor had given me the once over. I had a good look around at Euston until eventually, somewhat reluctantly, I had to take myself off home to await the result of my visit. The next few days seemed the longest I have ever spent, but at long last a letter arrived from the Locomotive Superintendent informing me that I had passed my medical and that I was to report for duty at 6am the following Monday.

At last! Here was the chance to get close to the engines whose numbers I had so often recorded while a schoolboy. It was a very happy young man who reported for duty that Monday morning. After being signed on by the Time Clerk, I reported to the Shed Running Foreman who lectured me about safety in the shed. He pointed out the dangers of leaping over engine inspection pits and of passing between engines or wagons unless I was sure that no movement was about to occur. He described the folly of riding on the outside of engines in the loco yard and told me not to pick up fire cleaning irons without first spitting on them, unless I wanted to risk burnt hands. I was also given a book of Company Rules, most of which threatened dismissal if they were not obeyed.

After the Foreman's talk, I was handed over to the Leading Cleaner to be shown around the depot. First we visited the stores where firing shovels, coal picks, pricklers, darts and clinker shovels stood in serried ranks like soldiers. There were racks with spanners, buckets, tins of detonators, some red flags, sacks of cotton waste and something which puzzled me at the time: corks of various sizes with a piece of cane through the middle.

Our next stop was the oil stores. Here were to be found oil cans of various shapes and sizes, engine head lamps, drivers' hand lamps, drums of rape oil and long-light oil. Here too, with gas burners beneath it, was the largest oil tank I had ever encountered. It contained the engine cylinder oil, so thick and heavy that that it had to be kept warm day and night so that it could be drawn off from the tap. The penalty for turning off the gas was the prospect of being thrown into a loco firebox and burnt alive—or so I was told. I never saw it happen but this fourteen year old was suitably impressed!

Our route took us next to the fitters' shop where I saw superheater tubes, big and little end brasses and injectors awaiting repair. There was a whistle and some brake blocks and, in one corner, a dome cover which looked large enough for a young lad to hide under. Through a door leading from the shop were stacks of firebricks for building brick arches in the locomotive fireboxes. There were leaf springs which looked very large and heavy and a large drum of grease by the side of which, on a sack of straw, dozed the dirtiest black cat imaginable. This was the Shed Cat, which I learned, was superb at catching rats. Observed from the rear, it walked with an offset. This unique mode of locomotion was due, I was told, to a door being closed on it when it was only half way through!

Our next stop was at the coaling stage. This was on two levels. The engines were run onto the lower level over the ash pits where the fires were cleaned or dropped, ash pans raked out and ash and soot cleaned from the smoke boxes. Wagons full of loco coal were pushed up the bank onto the high level from where the engines were coaled by hand and shovel. It was very hard work indeed. It wasn't far from the coaling stage to the turntable. Unlike the Willesden and Camden tables which were power operated from the engines' own steam supply, the Watford turntable had to be pushed by hand. Balancing the engine so that the table moved at all was quite an art. It had the habit of moving suddenly, leaving you lying flat on your face if you weren't quick on your feet!

From the turntable we walked round No.3 signal box. This controlled nearly all the movements on and off the shed, together with the St Albans Branch platforms, the carriage shed and the sidings. But my interest lay in the loco yard and shed which were the next places around which I was taken. Here were the engines standing in rows, simmering gently and awaiting their next turn of duty. How enormous they looked when viewed from ground level! The entire shed and yard seemed to be full of engines of all types. Some were being prepared by their crews for the day's work. Drivers were busy with their oil cans, firemen were trimming the coal, someone was putting on a headlamp code while another was filling a tender tank from the water column. And all the time I wanted to get up onto the footplate. After all, that is why I had joined the railway.

While we were walking around the railway yard, we met the Steam Raiser. Later on, I was to spend many hours in his company on his rounds while helping him to maintain steam in all the engines on shed and lighting the fires in the dead engines. On our way back into the shed we were met by the Foreman who told us to go for our break and report back to him in half an hour. The first three and a half hours of my first day had certainly passed by very quickly. Off we went to the messroom which, at Watford, was known as the Cabin. I couldn't find anyone who knew how it got its name. It was a large room with spotless, whitewashed walls. The floor appeared to be of blue engineering bricks. Down the middle of the room was a long table with forms at each side.

Along one wall were lockers, which also served as seating. At one end was the tea making equipment. This consisted of a large black one gallon kettle which was always kept on the boil. Woe betide anyone who drew off water without replenishing it or let the gas go out! Blazing for most of the year, the fireplace was fed with loco coal, sometimes half a hundredweight at a time.

Here then was the place where shed staff and loco crews gathered to eat, to swap yarns and to talk about engines and the roads they travelled. I was later to discover that the cleaners had lots of fun and games in the Cabin as well.

When we entered the Cabin that first morning, we were greeted by the appetising sounds and smell of frying bacon and eggs. One of the shed staff was busy cooking his breakfast. As well as the shed staff, three or four enginemens were having a 'brew-up'. I sat down on one of the forms and made a start on my sandwiches. I was given a large mug of tea, so strong that the spoon almost stood up in it. The mug would have to do until I got my own tea can.

I sat in silence, and listened spellbound as the enginemens discussed the different engines they had handled, talked about the various signals and demonstrated their knowledge of the roads over which they had travelled. At that time, I had little idea of what they were talking about. Words and phrases like 'Pegs' and 'Dummies', 'Slips' and 'The Bobby', 'Cauliflowers' and 'Crabs', 'Jumpers blowing up', 'Up Starkeys and 'Down the rat's hole' left me more than a little bewildered.

To my surprise the shed was almost empty when I left the Cabin after my break. All the engines had left for their various turns of duty. The foreman measured me for two sets of overalls, a jacket, a mackintosh or overcoat and a cap. This pleased me no end because I knew then that at last I would look like a railwayman.

I was soon to discover what lay behind that very first question about riding a bicycle. I learned that my job involved cycling from the shed to call up the drivers and firemen required for duty. One of the fitters wheeled in a bike to see if it would fit me. After a few adjustments the bike fitted me—or perhaps I fitted it—and I emerged a fully fledged callboy, very proud of my black bicycle with the gold letters L.M.S.R. emblazoned on its frame.

To accompany the rule book I was also given a copy of Questions and Answers for Enginemens. All about the various parts of a locomotive, I was told to study it and to learn its contents during my progress through the grades.

Before I realised, the clock indicated 2pm, the end of my shift had arrived and I had to book off. As I walked home, my mind was a whirl of impressions and images of all I had seen and been told, the smell of the engines and the heat they seemed to radiate as we had walked along their rows, the friendly atmosphere and chatter together with the smell of bacon and eggs in the Cabin, the shed cat with its funny walk and the trains of all types that I had seen running past the shed on the main line. What a wonderful day it had been! I felt proud to be working on the Premier Line.

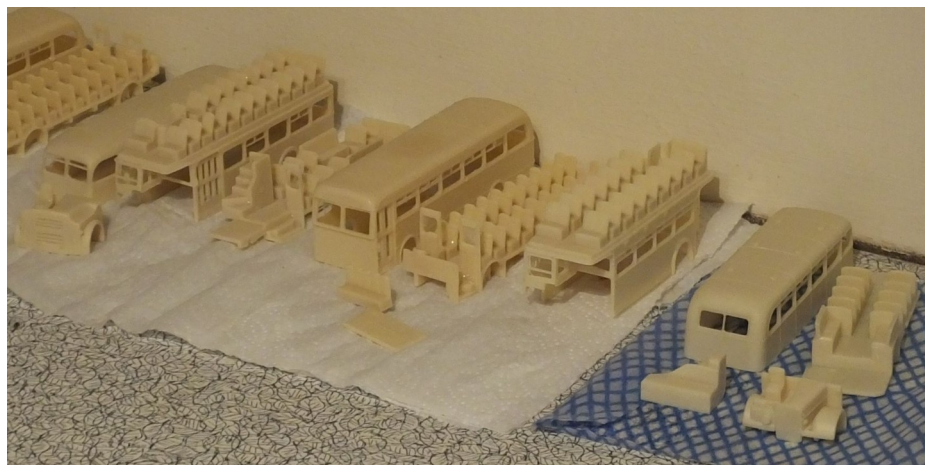
Suddenly I realised that I hadn't had a chance to set foot on the footplate. Oh well! There would be plenty more days from now on. I knew that 6 o'clock the next morning couldn't come soon enough.

*To be continued.*

# Winter Modelling Project

by Ken Aveyard

My most recent project has involved adding to my collection of models of Bradford City Transport buses by the construction of more of the resin kits available to modellers. A total of five kits were washed and cleaned up ready for priming comprising an Alexander bodied Leyland PD3A/12 of which Bradford had 15, two examples of a Roe bodied AEC Reliance to represent the two Bradford had, and two examples of the Weymann bodied AEC Regent 3's of which Bradford purchased 40 examples to see off their trams in 1950. All these kits are from Marsden Models, the AEC Regents being an exclusive Model Bus Federation kit.



*From left to right one each of the PD3, Reliance and Regent. K Aveyard*



*The primed castings for the two AEC Regents show how the seats are incorporated in the chassis and body castings.*

*Ken Aveyard*





***Dark brown wooden flooring and leather seats and side panels. KA***



***The application of Bradford's post war cream and blue livery. K Aveyard***

When new these had grey roofs plus in 1953 two of them wore elaborate liveries to commemorate the coronation of Queen Elizabeth II but they later all received blue roofs. A handful of them had what was known as the “eyebrows” livery with the blue coming down to the top of the windows as shown on the left in the picture below, but that didn’t last too long and all eventually had the livery seen on the right. The last one was withdrawn from service in 1969.



With these now finished, work is continuing on the Alexander bodied Leyland PD3 which is almost ready to be glazed, whilst the two AEC Reliances will take the place of the Regents on the workbench. Who knows they may be finished in time for the June issue.

# Four BR(S) Vans

by Dave Coasby

A friend of mine was having a clear out of surplus model railway items. He knew of my interest in O gauge BR(S) and said he had 4 un-made kits that I might be interested in. These were a Parkside SR 12T non-fitted van; SR Banana Van; SR Meat Van and a Slaters BR Shocvan. Money was exchanged and kits were delivered to me.

I'm sure any of you who have dabbled with O gauge modelling will have put together either a Parkside or Slaters wagon kit, so I don't intend to write a 'how-to-do-it' construction article here. In any case, during the first covid-19 lockdown fellow WRS member John Collop was getting bored, so I asked him if he'd like to make up one of the kits for me. This he did quite rapidly, so another kit followed, then another and in the end, all four. This left me to finish off a few minor details, paint them, apply the transfers and weather them.

Even if you've never modelled in O gauge (hopefully you'll see the light one day!) and you model in other scales you may be interested in a few details on the painting and weathering of these four vans. The three fitted van bodies were all sprayed with Halfords Red Oxide Primer and the unfitted van with the same brand Grey Primer. I rarely bother with the correct (and expensive) enamel BR Bauxite and BR Freight Grey paints you can buy, as by the time I have applied weathering the primer colours look more or less OK to me. Anyway, BR wagon colours varied so much during their lives depending on how long it had been since they'd seen the inside of a paint shop (in many cases not since the day they were built). The chassis on all four wagons were brush painted enamel matt black.

For the roofs on two of the vans I used Precision Paints (non maroon stock) Roof Grey straight onto the plastic roof. Incidentally all 4 vans had a little extra weight glued firmly inside using Evo-Stik before final fitting their roofs on.

On the Banana Van I worked on its roof before fitting it to the model. I first laid a thin over-sized piece of plain tissue on the roof and coated it liberally with slightly dilute PVA. Although this stuck most of the tissue firmly in place there were a few patches where it wasn't satisfactorily. Once dry a second coat of PVA was applied and this did the trick. Again, once dry, I carefully cut round the edges of the roof with a very sharp scalpel blade and removed the surplus tissue. The result was exactly as I had intended, with the tissue wrinkling up here and there. Where the wrinkles were too big I burnished them down with the back of a teaspoon (don't tell the wife!). The end result looked just as real roofing felt does as it ages. Once again a coat of the roof grey was applied and the roof glued in place on the model.



***SR Banana Van S50580.***

***Dave Coadsby***



***SR 12T non-fitted van S45914 B.***

***Dave Coadsby***

Possibly more interesting is the roof on the grey 12T un-fitted van. This is based on a photo I took in 1963 of an old van on the Isle of Wight. Some of the roofing felt had peeled away leaving part of the wooden planking that made up the roof exposed to the elements. On the model I scribed some lines on the roof to represent the planking, then painted them a sun-bleached wood grey. The wrinkled tissue method, described in the previous paragraph, was used over the remaining part of the roof and painted a dirty black. It's almost impossible to apply transfers to matt paint. So a light puff of Halfords Gloss Lacquer was applied anywhere the transfers were to go (yes, I'm a good customer of Halfords!)

The actual weathering is several extremely dilute (with White Spirit) applications of Precision Paints enamel 'Dirty Black' 'Leather' and 'Frame Dirt', with the odd splodge of 'Brake Dust' and 'Dark Rust' here and there on the underframes. Weathering Powders were also lightly applied, wiping off the majority of it with a tissue, but leaving it where it had collected in the gaps of the body planking and strapping edges.

On the Gauge O Guild's website you can download PDF's of various sets of posters seen on vans in BR days. I have used a few of these on the Meat and Banana Vans. When first printed out they look too pristine, but a light rub with very fine emery cloth makes them look more realistic. Mine also got weathered once applied to the vans. Finally a couple of light coats of Halfords Matt Lacquer all over and the vans were ready to go on my layout.



**BR shocvan B852500.**

**Dave Coadsby**



# Out and About



***On 20 December 2020 track works at Upwey saw rail replacement buses running between Weymouth and both Dorchester and Wareham. 70808 could be seen sat mid train from the road at Upwey. Ken Aveyard***



***At Dorchester West, Great Western Railway 166219 was in the Weymouth bound platform, but the signalling here is bi directional saving passengers the trek over the footbridge. Ken Aveyard***



***On 28 November 2020 444003 waits at the signal before the crossover to allow a London service to pass before crossing over to the up line towards Poole station.  
Ken Aveyard***



***On 13 November 2020 this rail truck carrying replacement sleepers was found next to the access gates in Walking Field Lane, Poole. A week later with the work completed it had gone.  
Ken Aveyard***





**Seen at Ambergate is East Midland Railway's ex Anglia 156912 on 2N47  
14.37 Matlock - Newark Castle on 1 October 2020. Paul Carpenter**



**Sholing station on 17 September 2020 with 444041 passing through on  
an empty stock working. Paul Carpenter**

## Chasing the Colas 70's

For those of us local to Eastleigh we see our fair share of the Colas class 70 locomotives, although not as much as we see the class 66's but for some areas of the country they are a rarer sight. Colas have a wide range of services and their locos can be found as far north as Aberdeen, and more frequently at Carlisle where they have three services, the Grangemouth to Carlisle fuel, the Carlisle to Chirk log trains, and the Carlisle to Mountsorrell ballast workings. This means that the locos often switch between flows at Carlisle. Sometimes the Chirk loco will weekend at Cardiff Canton and if engineering works are in the offing they may run down to Westbury, Eastleigh or down in to Cornwall where they have some cement workings. Heavier maintenance and exams are done at either Rugby OLE depot or Nottingham Eastcroft and they can also be found at Doncaster from where they run to Millerhill.

Those of you who remember the article in Corkscrew 120 will know that I copped my final Colas 70, 70812 at Westbury on an outing to Wales, but for my brother Colin it's been quite a waiting game as they move around the country seemingly randomly.

For Colin the nearest flows are the Preston to Lindsey bitumen tanks, for which a trip to Mirfield or Brighouse is the favoured option, or the Carlisle to Chirk logs and Carlisle to Mountsorrell ballast which traverse the Settle and Carlisle and for which a run to Hellifield can capture both flows within a short period of time.



***The one Colin beat me to, 70812 passing through Brighouse on the Preston to Lindsey tanks on 1 July 2020.***  
***Colin Aveyard***



One advantage in chasing the 70's has been the supply of daily TOPS reports that has enabled tracking the locos to avoid unnecessary trips out. By the end of February the last remaining loco needed was 70815 and we had been watching it allocated to various workings until the TOPS report for Wednesday 3 March 2021 at 0630 showed the Colas 70's could be found:-

70801 Oxwellmains Cement Works  
70802 Burngullow China Clay works  
70803 Eastleigh Yard - stabled  
70804 Nottingham Eastcroft Colas depot for exam  
70805 Par – stabled at the depot  
70806 Grangemouth Oil Terminal  
70807 Rugby Colas engineering depot - exam  
70808 St Austell en route from Par to Burngullow  
70809 Par – stabled at the depot  
70810 Westbury - stabled  
70811 Burngullow China Clay works  
70812 Westbury - stabled  
70813 Carlisle to Chirk logs  
70814 Barassie (Irvine) Caledonian Paper Mill to Aberdeen.  
70815 Mountsorrel to Carlisle ballast  
70816 Oxwellmains Cement Works to Aberdeen  
70817 Rugby Colas engineering depot – exam

An opportunity not to be missed so a run to Hellifield brought forth both 70813 waiting to leave with the logs for Chirk and at 1603 70815 heading for Carlisle with the loaded ballast from Mountsorrel.



***The last one. 70815 at Hellifield on the Mountsorrel to Carlisle loaded ballast working on 3 March 2021.***  
***Colin Aveyard***



**70813 at Hellifield on 3 March 2021 on the Carlisle to Chirk logs. CA**



**37422 passing through Baildon station on 11 February 2021 on route learning duties. Colin Aveyard**



# Rail replacement.

Rail replacement buses covered Southampton Bournemouth and Poole over the weekend of 27 and 28 March 2021 with the line closed at Brockenhurst. Trains from Weymouth terminated at Poole instead of Bournemouth where it's an easier transfer to the buses. This resulted in the unusual sight of a Weymouth bound service departing from the up platform, the area around Poole being fully bi-directionally signalled.



***South Western Railway 444001 departs from the up platform at Poole with a service for Weymouth during the maintenance work at Brockenhurst on 28 March 2021.***  
***Ken Aveyard***



***AC Travel Y27ACT the former Blackpool Transport 521 AU06BPE but new to Anglian buses in Suffolk is seen near Poole station on 27 March 2021 operating the rail replacement service to Southampton.***

# Stop Press – SWR withdraw class 442.

The following notice was released by South Western Railway on 31 March 2021

## Changes to our fleet: withdrawal of class 442

We have taken the hard decision to permanently withdraw our Class 442 trains which haven't been used since the start of the pandemic in March 2020.

There is positive news too that I am pleased to share with you that sets our fleet strategy and Bournemouth depot's forward plans in the medium-term; we have extended our lease with Porterbrook for the Class 458s, who will be converting them back to 4-car 100mph units whilst at the same time refurbishing them to make them suitable for our longer-distance journeys. This fleet will be based at Bournemouth depot, going towards protecting the workforce there.

The Class 442 units will be retired from service and go through a process to remove useful spares and dispose of the vehicles. This is obviously an abrupt and unexpected end to the fleet; however, given the reduction in our customer numbers and expected future growth, we do have to take a realistic view of future demand and deliver the most efficient service we can for our customers and the taxpayer.



***Class 442 2402 at Bournemouth Station in August 1992 showing the Network South East derived livery in use at the time.***

***Ken Aveyard***





***In South West Trains livery carried in Stagecoach days 442403 is seen at Clapham Junction on 17 September 2008.***

***Ken Aveyard***



***Following transfer to Gatwick Express services 442419 is seen at Clapham Junction on 10 June 2014.***

***Ken Aveyard***



***We won't see this again, the original style 458 before the heavy rebuilding to create the present fleet. Here 458014 is seen at the unlikely location of Poole station on railtour duties on 23 May 2015. Ken Aveyard***



***The class 460's came off Gatwick Express and the intermediate coaches were used to extend the 458's to 5 cars whilst some of the driving cars were rebuilt to enable extra sets to be created. 460008 is seen at Clapham Junction on 14 July 2010.***

***Ken Aveyard***





***This is what 458014 became after rebuilding. 458514 is seen at Clapham Junction on a Reading line service on 5 June 2018. Ken Aveyard***

The cab fronts were rebuilt with more conventional gangways and the units were fitted with the same couplers as fitted to the Desiro fleet which allows them to rescue each other in an emergency, but 458's cannot work in multiple with a Desiro.

They are being reduced to 4-car sets as a 12 car 458 will be near enough the same length as a 10 car 444 and a 12 car 450.

With the 458 fleet being based at Bournemouth, there is a possibility we may see them on Weymouth services in the future, but if not certainly on some London to Bournemouth services linked in with the Portsmouth line diagrams that the 442 were intended to work. It may well be that running 12 cars from London and only 4 forward from Bournemouth may become the new normal for Weymouth services with the 444's going on to the Portsmouth directs, but the current expectation is that they will initially enter service on the Portsmouth line.

It's unfortunate that many millions of pounds having been wasted on refurbishing and retractioning the 442's but it will save the need to retrain drivers for a micro fleet as all SWR drivers sign Desiros and many drivers on the Bournemouth side sign 458's already. More news as we get it!!



***The last handful of class 143 Pacer units are seeing sporadic use on Cardiff valleys services until the May timetable change. 143601 is seen arriving at Cardiff on 16 September 2020.***  
***Ken Aveyard***



***Freightliner 90047 in its new colours seen outside Midland Road depot in Leeds on 4 March 2021.***  
***Colin Aveyard***